## 1. NAME OF PROPERTY

Historic Name: **LADD FIELD**

Other Name/Site Number: FORT WAINWRIGHT; AHRS SITE NO. FAI-236

## 2. LOCATION

Street & Number: 3.5 miles east of downtown Fairbanks Not for publication: n/a

City/Town: Fairbanks Vicinity:

State: AK County: Fairbanks North Star Borough Code: 090 Zip Code: 99703

## 3. CLASSIFICATION

| Ownership of Property | Category of Property |
|---|---|
| Private: ___ | Building(s): |
| Public-Local: ___ | District: X |
| Public-State: ___ | Site: |
| Public-Federal: X | Structure: |
| | Object: |

Number of Resources within Property

| Contributing | Noncontributing |
|---|---|
| 34 | 18 buildings |
| ___ | ___ sites |
| 3 | ___ structures |
| ___ | ___ objects |
| 37 | 18 Total |

Number of Contributing Resources Previously Listed in the National Register: The 1985 NHL nomination listed 21 buildings. Three of the buildings were subsequently destroyed.

Name of Related Multiple Property Listing: n/a

## 4. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ____ nomination ____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ____ meets ____ does not meet the National Register Criteria.

Signature of Certifying Official Date

State or Federal Agency and Bureau

In my opinion, the property ____ meets ____ does not meet the National Register criteria.

Signature of Commenting or Other Official Date

State or Federal Agency and Bureau

## 5. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this property is:

___ Entered in the National Register
___ Determined eligible for the National Register
___ Determined not eligible for the National Register
___ Removed from the National Register
___ Other (explain):

Signature of Keeper Date of Action

## 6. FUNCTION OR USE

Historic: Defense
Sub: Military Facility; Air Facility

Current: Defense
Sub: Military Facility; Air Facility

## 7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION: Other: Pre-World War II permanent military construction; World War II standardized military construction

MATERIALS:
Foundations: concrete
Walls: wood, concrete, steel
Roofs: wood, aluminum, concrete
Other:
Runways/Taxiways/Roadways: concrete, cement
Utilidor System: concrete
Hangars: timber and steel frames

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Runways/Taxiways/Roadways: concrete, cement
Utilidor System: concrete
Hangars: timber and steel frames

**Describe Present and Historic Physical Appearance.**

Ladd Field near Fairbanks, Alaska, was an Army air field and post during World War II. During the war years, Ladd Field covered 2,000 acres and contained 400-500 buildings and structures. The airfield, the primary pattern of streets and roads, the North Post Utilidor, and thirty-four buildings from the World War II era remain. Ladd Field is part of Fort Wainwright, an active U.S. Army base**.** Eighteen new buildings have been constructed within the boundaries of Ladd Field since 1945. In addition, several hundred other buildings have been constructed outside the boundaries of Ladd Field that are part of Fort Wainwright.

Ladd Field is located 3.5 miles east of the City of Fairbanks. The Chena River meanders through the post and borders three sides of the airfield. Construction crews cut the native forest in much of the cantonment. The U.S. Army post developed around the airfield, which served as the central focus of Ladd Field. The historic district includes the airfield; the horseshoe-shaped command, industrial, and flight service facilities (known as North Post) located north of the airfield; and perimeter buildings on the south side of the airfield, including hangars, maintenance shops, warehouses, and an ammunition storage facility (igloo).

The military expanded the facilities at Ladd Field after 1945, erecting additional hangars, barracks, administrative, maintenance, medical, and other buildings. Ladd Field became Ladd Air Force Base in 1947. In 1961, it was returned to the U.S. Army and became Fort Wainwright. The facilities of the fort sprawl well beyond the boundaries of the historic district. The core of the World War II Army Air Corps post at Ladd Field, including the airfield, hangars, flight service support facilities, and many of the permanent garrison buildings, remains intact and retains a high degree of integrity as a historic district. These buildings and structures are used by the U.S. Army and the U.S. Bureau of Land Management. Some of the World War II buildings that were erected around the periphery of the airfield are no longer extant. These include two hangars, the original power plant, a 500-man transient camp for Russian and American air crews; a coast artillery (anti-aircraft) garrison; an air depot and troop housing area; and a Quartermaster Corps housing area.

The historic district encompasses the airfield and surrounding properties within the following general boundaries. The northern part of the district includes the core of North Post, with its Beaux Arts layout of streets, located on the north side of the airfield. The northern boundary follows the horseshoe outline of Marks Road up to an unnamed street next to the North Post Chapel, then turns east along Apple Street. It extends off Apple Street to encompass Building 1024, returns to Apple Street, then follows the east side of a large parking lot south to rejoin Marks Road. The boundary encloses Building 1021 before continuing south along Marks. It then continues easterly along the north apron of the airfield and juts north to enclose a block of Butler buildings. From there it follows the line of the north apron, extended out to Ketcham Road. The eastern boundary of the district extends along Ketcham Road (adjacent to the Chena River) on the east side of the airfield. The district extends along the southern end of the airfield, taking in World War II-era buildings, including hangars, on the north side of Montgomery Road. The district crosses south of Montgomery Road to encompass one surviving ammo igloo, then returns to the north side of the road. At Meridian Road, the boundary turns south to cover a block of Butler buildings bounded by Meridian, Neely, Engineer, and Montgomery. It then extends north on a line passing the west side of Building 3028 and joins Meridian Road on the west side of the airfield. From there it follows Gaffney Road to the north side of the airfield and returns to the North Post core.

## DESIGN ELEMENTS

Initial construction of Ladd Field was as a cold weather test facility but shortly became part of the defense build up in anticipation of war. Construction continued throughout World War II as the post's mission broadened from aircraft testing to serving as an air transport and maintenance facility. The initial design and layout of the facility was developed in the late 1930s and early 1940s before America's entry into World War II. Ladd Field's initial facilities, to accommodate its mission as a cold weather testing site for aircraft, were designed as permanent structures. The layout is a strong Beaux Arts plan.[1]

The principal buildings of the North Post area, which were designed and constructed first, are not typical of Army buildings constructed in Alaska during World War II. Their design was not influenced by Alaskan architectural styles. These early buildings were simple, functional, permanent structures limited to three stories. They were rectangular shapes in massing and featured shallow gable, hipped and flat roofs. Crews built a concrete runway and erected barracks of reinforced concrete to house the cold weather testing personnel. Married officers quarters, bachelor officers' quarters, non-commissioned officer apartments, hospitals, laundries, and warehouses followed the same type of construction. The construction of these permanent buildings was costly and required skilled personnel and time to erect. The plans for these buildings were designed in 1938 and 1939, prior to the build-up for World War II.[2] These buildings make up much of the North Post portion of the historic district. After the United States entered World War II, the Army continued to build on the Beaux Arts plan in the North Post area. The military post also expanded on all sides of the airfield. Buildings constructed during the war were temporary theatre of operations structures. By 1945, these new buildings outnumbered the prewar buildings.

## CONSTRUCTION OF THE POST

The original construction plans called for a 5,000-foot concrete runway, nine buildings for administration and housing 561 officers and enlisted men, six buildings for technical use, a medical corps building, tactical gasoline and oil storage facilities, necessary roads, utilities, drainage, parking aprons, and a railroad spur from Fairbanks. Those facilities made up the core of the North Post area which forms the heart of Ladd Field today. The projected cost of the base was $20 million.[3] Civilian crews supervised by military personnel began clearing trees for the site and building roads and a rail spur from Fairbanks in late 1938. Stripping and excavating at least two feet of permanently frozen ground for building sites and the runway was slow. In some cases, permanently frozen ground thawed after portions of the runway and some buildings were completed. This necessitated changing some building sites and reconstructing portions of the runway. Eighty percent of the

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[1] Donald L. Higginbotham, Ronald L. Briggs and Charles R. Severance, *Installation Design Guide, 6th Infantry Division (Light) and U.S. Army Garrison, Alaska, Fort Wainwright, Fort Richardson, Fort Greely* (Colorado Springs: Higginbotham/Briggs and Associates, 1991), 4-11 and 4-35.

[2] Colonel James D. Bush, Jr., *Narrative Report of Alaska Construction, 1941-1944* (Anchorage: U.S. Army Engineer District, Alaska, 1984), 280-281.

[3] Ibid., 19-20; Junior D. Kerns, editor, *The Early History of Ladd Field, 1938-1943* (Fort Wainwright, Alaska: U.S.Army, Natural Resources Office, 1991), 2.

construction, including the power and heating plant and the officers barracks, was completed by January 1941, when the Army Corps of Engineers took over supervising construction.[4]

During 1942, the Army Air Corps began expanding Ladd Field to establish an aircraft repair station and forward command center for the Alaska-Siberia (ALSIB) Lend-Lease program that ferried thousands of American-made aircraft to the Soviet Union. New facilities at the post included a ground garrison camp for 280 officers and enlisted men; motor repair shops and utilities; gasoline storage consisting of thirty-seven 50,000 gallon tanks; an air depot for 911 officers and enlisted men; Ferry Command housing for 500 transients; a Quartermaster truck company of 110 officers and enlisted men; an additional runway 7,200 feet long; 500,000 square yards of aircraft parking; 12,000 linear feet of taxiway; 4,400 feet of extension of the original concrete runway; four Birchwood hangars; two TBA hangars; two Kodiak "T" hangars; and housing for 2,088 Air Transport Command personnel.[5]

Whereas the original post was built on the north side of the runway, these new facilities sprang up all around the perimeter of the airfield. Much of this new construction consisted of quonset huts and temporary buildings for barracks and workshops and were not fully operational until 1944.[6] They included one-story, steel frame warehouses (Butler Buildings) and a variety of 800 Series and locally designed wood frame barracks and warehouses designed for a limited number of years. Most of these temporary buildings were based on standard design plans to facilitate rapid and economical construction. Most of the 800 Series wood frame buildings and many of the Butler Buildings were torn down in the post-war years.

## LAYOUT OF THE HISTORIC DISTRICT

The airfield is the dominant visual and organizational element of the Ladd Field historic district. The airfield is bounded on the east and west by the Chena River and is surrounded by roads dating from World War II. It includes two runways, taxiways, and aprons surrounded by open spaces. The **North Runway** was completed in 1941 and the **South Runway** in 1943. Parking areas, taxiways, and 30 hardstands were also constructed during the war years. None of the hardstands remain.

Directly north of the airfield is a collection of flight service facilities, housing, and administrative buildings known as **North Post**. A rectangular parade ground with a semi-circular park at the north end is the focal point, providing an organizational layout for North Post.[7] The parade ground and the distinctive street layout radiating from it remain important visual and organization elements of the North Post area. North Post contained approximately 185 buildings in 1945. Twenty-two buildings remain from the historic period and include many of the original permanent buildings constructed in 1940-1941. Most of the North Post World War II era buildings that were demolished were temporary warehouses and shops.

At the south edge of the parade ground is **Hangar No. 1** (**Building 1557**, FAI-469), the tallest building on the post during the 1940s. Completed in 1941, it served as the post's headquarters and sheltered aircraft in the cold weather testing program. Later half of it was used to prepare U.S. aircraft to be turned over to Russian pilots in the Lend-Lease program. At the north end of the

[4] Bush, Narrative Report, 18-19, 20.
[5] Ibid., 18-19.
[6] Kerns, *Early History of Ladd Field*, 10.
[7] Higginbotham, *Installation Design Guide*, 5-60.

horseshoe-shaped open area is the **Commander's Quarters** (**Building 1048**, FAI-446), a two-story, wood frame residence erected in 1941. Facing the east side of the parade ground is the **Barracks and Post Hospital** (**Building 1555**, FAI-467), a U-shaped, two-story building erected in 1941 that served as a combination barracks, hospital, and post exchange. It provided housing for 303 men and a 26-bed hospital. It became the headquarters for Ladd Air Force Base around 1954 and served as Fort Wainwright headquarters after the installation was transferred. Facing the west side of the parade ground is the **Quartermaster Warehouse** (**Building 1562**, FAI-472), a two-story, gabled roof building. The building was erected in 1942 and is now the Judge Advocate General facility. At the southwest corner of the Parade Ground is the **Service Club and Bus Station** (**Building 1560**), a one-story, wood frame building erected as a community center in 1941. It has been vacant in recent years.

Four two-story housing units are arranged like spokes radiating from the semicircular open area north of the parade ground. **Murphy Hall** (**Building 1045**, FAI-452) originally served as quarters for 32 bachelor officers. It now contains quarters for transient officers as well as office space for the post Girl Scouts. The **Officers' Quarters** (**Building 1047**, FAI-453) provided seven apartments for officers. The two other buildings (**Building 1049**, FAI-454 and **Building 1051**, FAI-456) provided twelve and fourteen apartments respectively for non-commissioned officers. All four buildings were erected in 1941 and are still used as housing, with some space assigned as small offices. Two one-story buildings, the **Garage** (**Building 1046**, FAI-502) and the **Post Office** (**Building 1050**, FAI-455), are located on each side of the curved open area between these housing units. **Building 1046** was erected as a 20-car garage in 1941 and is still used for that purpose. **Building 1050** was erected in 1944 as a post office. It was converted to office space around 1979.

On either side of **Hangar No. 1** and extending along the northern edge of the airfield are Ladd Field's original flight service facilities. To the east of **Hangar No. 1** are seven Butler Buildings: **Buildings 1556** (FAI-468), **1533** (FAI-463), **1534** (FAI-464), **1537** (FAI-465), **1538** (FAI-533), **1539** (FAI-510), and **1540** (FAI-466). These one-story, metal-framed buildings were erected between 1942 and 1944. **Building 1556** served as a jitney garage, while the other six were shops used for the Cold Weather Testing program. During the war, two dozen shops and warehouses were located west of **Hangar No. 1**. Less than one-third of those World War II-era buildings remain. They include the **Gas and Utility Storage Facility** (**Building 1558**, FAI-470), which was erected in 1942 and now serves as the Airfield Operations Facility. The Support Maintenance Shop (Building 1575, FAI-473), erected in 1943, is outside the district boundary. On the outer perimeter of North Post are a number of one-story, wood framed buildings. One of these is the **Nurses' Quarters** (**Building 1021**, FAI-448), a temporary building erected in 1943. Another is the **MARS Radio Building** (**Building 1024**, FAI-449), erected in 1939 as the post radio station, and the **North Post Chapel** (**Building 1043**, FAI-451), erected in 1944.

In 1943, the Army began constructing flight service and support facilities, such as hangars, workshops, and warehouses, on the south side of the airfield. By 1945, there were about 100 buildings near the southwest corner of the airfield in the vicinity of Meridian and Montgomery roads. Eleven World War II-era buildings remain in the area, including two Birchwood hangars (**Hangar No. 2**, **Building 3008**, FAI-485 and **Hangar No. 3**, **Building 3005**, FAI-482), and nine Butler Buildings, including **Buildings 3006** (FAI-483), **3009** (FAI-486), **3028** (FAI-492), **3018** (FAI-487), **3019** (FAI-488), **3020** (FAI-489), **3021** (FAI-490), **3022** (FAI-491), and **3028** (FAI-492), which served as warehouses and shops. The Birchwood hangars were completed in 1944, and the Butler Buildings were erected during the years 1941 to 1945.

To the east, on the south side of Montgomery Road, is one reinforced concrete Type 49 Ammo Igloo: **Building 3203** (FAI-495). The Army built six of these structures at Ladd Field in 1942. After the Japanese were driven out of the Aleutians in 1943, the buildings were used for general storage.

Near the southeast corner of the airfield, one historic building remains in an area where approximately 60 buildings existed during World War II. The remaining historic building within that corner of the district is **Hangar No. 6**, (**Building 2085**, FAI-487), a Birchwood hangar completed in 1944.

Although the overall historic integrity of the district remains intact, there have been changes over time. A number of the World War II-era buildings have new siding, roofs, doors, and windows. The changes to the doors and windows on the permanent buildings, such as the hangars, reflect the patterning of the historic fenestration. A number of the temporary buildings, specifically Butler buildings, have been resided, covering many of the original doors and windows. The massing and scale of these buildings remains unchanged, preserving the qualities of design, setting, feeling, and association with the World War II era.

A number of World War II buildings in the district were demolished or destroyed by fire. Most of the demolished buildings were temporary, wood frame structures that were part of the post's support facilities. Eighteen new buildings have been constructed in the district since 1945. The scale and massing of these buildings are similar to those that were constructed during World War II.

## CONTRIBUTING RESOURCES

The Ladd Field historic district includes buildings, structures, and linear features such as runways and roads. Contributing resources from the years 1940-1945 retain a high degree of integrity of location, design, setting, materials, workmanship, feeling, and association as a historic district. Three types of contributing resources are included. The first are structures associated with the airfield, ground transport, and utilities. The second consist of permanent buildings that were designed before the war began for long term use. The third category consists of temporary theatre of operations buildings made of steel frame (Butler Buildings) and wood frame that were designed for short term use.

Structural Resources

The **airfield** includes two parallel concrete runways, taxiways, and aprons, along with surrounding open spaces. The **North Runway**, constructed in 1939-1940, was originally 150 feet wide and 5,000 feet long. Gravel extensions were laid at each end of the runway in 1943, bringing the overall length to 9,000 feet. These extensions were later paved. The **South Runway**, constructed in 1943, originally measured 150 feet by 9,000 feet. After 1945, runways were widened to 300 feet and the **South Runway** shortened by 1,200 feet. The runways, taxiways, and aprons are built of concrete on 2 feet of gravel fill. Much of the concrete dates from World War II, but has been patched extensively. The gravel parking aprons were later covered with concrete and asphalt, but they retain their original configuration from the end of World War II.

The **primary roads** within the historic district are largely unchanged. The main routes around the airfield are Gaffney Road (called Walseth Road during the war years) on the north, Ketcham Road on the east, Montgomery Road on the south, and Meridian Road on the west. They have been straightened and paved, but continue to serve as primary vehicular access to facilities surrounding

the airfield. The distinctive Beaux Arts pattern of roads radiating from the North Post area (including Freeman, Marks, Chena and Nysteen roads) also contributes to the historic district.

The **North Post utilidor system** consists of a series of subterranean utilidors linking the principal World War II-era buildings in the North Post area. The first concrete utilidors were built in 1941 and extended as new buildings were constructed during the war. The utilidors vary in height and width. The main trunk lines are 6 feet wide and 8 feet high. They were constructed around the perimeter of the parade ground. The reinforced concrete ceilings serve as sidewalks. Utility lines for water, steam, sewage, electricity, and communications are affixed to shelves along one wall of each utilidor. The floors have weep holes and are covered with a bed of gravel. Additional utilidor lines were built as new buildings were erected on the North Post after the war, but the core utilidor trunk lines remain unchanged. They contain lighting and are large enough for pedestrian traffic. Personnel used the utilidors in the North Post area during World War II as subsurface pedestrian routes between buildings during the cold winters.

Permanent Buildings

**Hangar No. 1** (**Building 1557**, FAI-469) is a three-story, metal clad "base hangar" completed in 1941. It was the largest type of hangar built in Alaska during World War II. It has a concrete foundation and floor, and a wood truss barrelled roof supported by steel columns with concrete footings. The overall dimensions of the building are 271 feet by 327 feet. The open floor of the hangar measures 268 feet by 263 feet. Two-story wings measuring 29 feet by 271 feet containing offices and shops are located on the north and south sides. The building has pronounced stairwell towers at each corner. The east elevation has two large hangar door openings and the west elevation has one large hangar door opening. The original hangar doors were replaced with fabric doors in 1989. The north and south elevations have paired windows evenly spaced the length of the first and second floors with a belt course at sill and head height mimicking a window band. In 1979, 277 windows were removed. Just under half the window frames were replaced with aluminum ones, while the remaining openings were blocked as part of an energy conservation renovation. The hangar was re-sided with corrugated metal in the mid-1980s.

The **Commander's Quarters** (**Building 1048**, FAI-446) is a two-story, wood frame residence measuring 23 feet by 63 feet. It was built in 1941. The building has a concrete foundation, a full basement and an attic. The house has metal siding and a metal standing seam hipped roof. The south elevation has a centered arctic entry flanked by a pair of 1/1 double hung sash windows. The second floor of the south elevation has a 1/1 double hung sash window centered over the entry with paired 1/1 double hung windows on either side. A gabled dormer is centered on south side of the roof. The north elevation is similar to the south elevation. The east and west elevations have two 1/1 double hung sash windows evenly spaced on the first and second floors.

The **Barracks and Post Hospital** (**Building 1555**, FAI-467) is a U-shaped, two-story, metal frame building with a full daylight basement and hipped roof. It was completed in 1941. The building has a cement foundation and concrete floors. Copper roofing was removed in 1967 and replaced with batten seam aluminum roofing. The roofing was replaced again in 1993. The main portion of the building measures 63 feet by 265 feet and contains a central entry in the west elevation and a double personnel door at the north and south ends. A two-story hipped roof wing is attached to and perpendicular to the ends of the main portion of the building. The wings measure 45 feet by 220 feet. All elevations have 1/1 double hung sash windows evenly spaced on each floor. The original siding was replaced with metal siding in 1986.

The **Quartermaster Warehouse** (**Building 1562**, FAI-472) is a two-story, gabled roof building with one-story hipped roof additions at the north and south ends. It was completed in 1942. It has a concrete foundation, walls and floors. The exterior and roof are covered with sheet metal. The central portion of the building measures 36 feet by 98 feet. The additions each measure 34 feet by 51 feet. Fenestration consists of bands of 1/1 double hung sash windows on each floor of the main building and evenly spaced 1/1 double hung sash windows on the two additions. When completed in 1942, the building included the additions. The two-story portion measured 63 feet by 282 feet. A storm entry was added in 1951. A fire destroyed about 246 feet of the west end of the two-story part of the building in 1962. The windows in the building were replaced in 1980 and the siding and roofing were replaced in 1987.

The **Officers' Quarters** (**Building 1047**, FAI-453) is a two-story, seven-apartment wood frame building with a concrete foundation and wood floors. It was built in 1941. The building measures 29 feet by 215 feet. The hipped roof and exterior are covered with metal. The northwest elevation contains four evenly spaced gabled roof arctic entries. The southeast elevation has four enclosed, hip roofed, evenly spaced porches measuring 8 feet by 12 feet. Evenly spaced 1/1 double hung sash windows are located on both floors of each elevation. The building was re-sided with aluminum in 1979 and the original windows were replaced in 1988. The **NCO Quarters** (**Building 1049**, FAI-454 and **Building 1051**, FAI-456), and **Murphy Hall** (**Building 1045**, FAI-452) were also built in 1941. **Building 1049** contained twelve apartments and **Building 1051** had fourteen. They are of similar design, massing, and fenestration. The original siding on the buildings was replaced with aluminum in the late 1970s and early 1980s, and the original windows were replaced in the 1980s.

The **Garage** (**Building 1046**, FAI-502) is a one-story, wood frame building constructed in 1942. It has a concrete pony foundation and concrete floor. The building measures 51 feet by 99 feet and has a hipped roof and exterior covered with sheet metal. **Building 1046** has garage doors flanked by 8-sided windows on the east and west elevations. It has six 2/2 double hung sash windows and personnel doors on the north and south elevations. The original siding was replaced with metal siding in 1979 and the garage doors were replaced in 1987. The **Post Office** (**Building 1050**, FAI-455) was built in 1944. It is of similar design, massing, and dimensions. **Building 1050** has equally spaced 1/1 double hung windows on each elevation. There is a personnel door and porch on the east elevation and two personnel doors on the north elevation. The original siding and roofing were covered with sheet metal in 1979. In 1980, some windows were removed and blocked and others were replaced. The exterior doors were also replaced at that time.

The **MARS Radio Building** (**Building 1024**, FAI-449) is a one-story, wood frame building with a concrete foundation. It was built in 1939. Its steep gable roof is covered with copper sheeting. The building measures 33 feet by 34 feet. A garage measuring 32 feet by 20 feet is attached to the west gable end. The exterior is covered with shiplap siding. The front elevation faces south and contains a personnel door at the top of a stoop. The door is flanked on each side by a 6/6 double hung sash window. The east elevation contains a pair of 6/6 double hung sash windows. The west elevation has an overhead garage door and a 6/6 double hung sash window. The north elevation has two evenly spaced 6/6 double hung sash windows. The **MARS Radio Building** is the only original North Post building that still has a copper roof. The siding, windows and roof were repaired in 1995, and the copper roof was replaced in 2001. The building underwent asbestos abatement in 1990, and now serves as administrative space for the Red Cross and DOIM.

The **North Post Chapel** (**Building 1043**, FAI-451) is a one-story, wood frame building measuring 37 feet by 78 feet. It was built in 1943. It has a concrete foundation. The gable roof and

exterior are covered with metal. A steeple is flush with the building's south (front) gable elevation. An enclosed entry with a gabled roof, measuring 8 feet by 11 feet, is centered on the south elevation. The front elevation has a two leaf door with transom windows. A triple window, featuring three multi-light fixed sash windows, is centered in the south gable. The east and west elevations have five fixed sash windows evenly spaced between double hung sash windows. The north elevation is plain. The original felt roof was replaced with metal roofing in 1950. In 1988, the wood siding was replaced with metal siding and windows were replaced.

The **Service Club and Bus Station** (**Building 1560**, FAI-471) is a one-story, steel frame building measuring 62 feet by 183 feet. It was built in 1941 and has a concrete foundation and floor. The gable roof is covered with sheet metal and the exterior has metal siding. Fenestration includes rows of 1/1 double hung sash windows on the north and south elevations, with two personnel doors on the north side and one on the south side. The east elevation (gabled end) has a gabled roof addition and a shed roof addition. The additions have boarded up windows, arctic entries and a boarded-up warehouse door. The west elevation (gabled end) has two personnel doors and a louvered window in the gable. The east additions, which added 42 feet to the length of the building, were erected in 1949. The original siding, roofing and windows were replaced in 1970.

The **Gas and Utility Storage Facility** (**Building 1558**, FAI-470) is a one-story, steel frame building measuring 41 feet by 76 feet. It was built in 1942. A concrete loading dock and a shed roofed section measuring 14 feet by 76 feet were added in 1949. The foundation and floor are constructed of concrete. The hipped roof is covered with painted steel, and the exterior is sided with corrugated metal. The north and south elevations have personnel doors and rows of evenly spaced 1/1 double hung sash windows. An arctic entry covers the personnel door on the south elevation. The east elevation has a row of 1/1 double hung sash windows. A personnel door is located on the west side of the shed addition and an overhead door is on the south side of the addition. In 1980, exterior doors and windows were replaced, while the original siding and roof were replaced in the early 1990s.

**Hangar No. 2** (**Building 3008**, FAI-485) is a Birchwood-type hangar designed by the Seattle district engineer of the Army Corps of Engineers.[8] The overall dimensions are 200 feet by 202 feet. The hangar, which was built in 1944, has a concrete foundation and floor, and wood timbered framing. The main portion of the hangar consists of a barreled truss, open floor plan measuring 150 feet by 200 feet. The roof is supported by 150-foot timber bowstring trusses on timber columns. Two-story wings measuring 25 feet by 202 feet on the north and south side walls provide office and workshop space. The wings have shed roofs and pronounced stairwell towers at each end. The north and south elevations have paired windows evenly spaced the length of both floors. The east and west elevations have large hangar door openings covered by fabric curtains. **Hangars No. 3** (**Building 3005**, FAI-482) and **No. 6** (**Building 2085**, FAI-487) were also built in 1944. They are of similar design, massing, dimensions and fenestration. Corrugated aluminum siding was added to the exterior walls in 1949; this was replaced in 1973. At the same time, window frames were modified and the exterior stairs were replaced and covered. New roofs were installed on all three hangars in 1986 and the hangar doors were reduced in size and fitted with fabric curtain doors in 1989.

**Building 3203** (FAI-495) is one of six reinforced concrete Type 49 Ammo Igloos built at Ladd Field in 1942. The building measures 27 feet by 62 feet and features a concrete barrel roof 20 feet high

[8] Bush, *Narrative Report*, 314-315.

mounded over with earth. The shell varies from 6 inches to 1 foot in thickness and is covered with 3 feet of earth. The structure was designed to withstand the direct hit of a small bomb.[9] Only the front (south) elevation of the building, consisting of a vertical concrete wall with wing walls, is exposed. A steel door 4-foot wide and 10-foot high is centrally located on this elevation.

Temporary Buildings

**Building 1540** (FAI-466) is a one-story Butler Building, the most common type of World War II building in the Ladd Field historic district. Butler Buildings are 40 feet wide and vary in length because of the use of standard 20-foot sections. These buildings have concrete foundations and floors, shallow gable roofs, and exteriors covered with metal siding. **Building 1540** was constructed in 1942 and is 80 feet long. It is one of the better preserved examples of this type. The gabled end elevations have a centered overhead door flanked on each side by a 1/1 single hung window. A personnel door is to the right of the overhead door. The side elevations contain a row of evenly spaced 1/1 single hung windows. **Buildings 1533** (FAI-463), **1534** (FAI-464), **1537** (FAI-465), **1538** (FAI-533), **1539** (FAI-510), **1556** (FAI-468), **3006** (FAI-483), **3009** (FAI-486), **3018** (FAI-487), **3019** (FAI-488), **3020** (FAI-489), **3021** (FAI-490), **3022** (FAI-491), and **3028** (FAI-492), were built between 1942 and 1945. They are of similar design, massing, and fenestration. The length of each building varies from 80 feet to 400 feet. Some of the windows have been painted over or covered with plywood or foam. Nine buildings (**Buildings 1538**, **1556**, **3009**, **3018**, **3019**, **3020**, **3021**, **3022** and **3028**) were re-sided with metal in the late 1980s and 1990s. The new siding covers the original siding and fenestration. In several instances, a shed addition (**Building 3018**), a shed roofed porch or arctic entry (**Building 3020**), or additional personnel doors and windows (**Buildings 3009**, **3028** and **3725**) were added in recent years. **Building 3009** was originally two parallel Butler Buildings. They were connected after 1948 with a 25 foot by 26 foot enclosed corridor to form a "U" shaped building.

The **Nurses' Quarters** (**Building 1021**, FAI-448) is a one-story, wood frame temporary building on a concrete pad foundation. It was constructed in 1943. The exterior is covered with shiplap and the gable roof is covered with aluminum. The building measures 31 feet by 61 feet. Fenestration on the north and south elevations consists of evenly spaced 1/1 double hung sash windows. The east and west gable ends have centered personnel doors flanked by 1/1 double hung sash windows. A gabled roof arctic entry covers each personnel door. In 1980, the exterior doors were replaced. Some windows were removed and blocked at that time while others were replaced.

The following is a list of contributing resources:

Structures:

Airfield (runways and taxiways)
North Post Utilidor System
Primary Roads - Meridian, Montgomery, Ketcham, Gaffney, Marks, and Freeman

[9] *Ibid.*, 351.

Buildings:
(North Post)
- Hangar No. 1 (Bldg. 1557)
- Commander's Quarters (Bldg. 1048)
- Barracks & Post Hospital (Bldg. 1555)
- Quartermaster Warehouse (Bldg. 1562)
- Officer's Quarters (Bldg. 1047)
- NCO Quarters (Bldg. 1049)
- NCO Quarters (Bldg. 1051)
- Murphy Hall (Bldg. 1045)
- Garage (Bldg. 1046)
- Post Office (Bldg. 1050)
- Mars Radio (Bldg. 1024)
- North Post Chapel (Bldg. 1043)
- Butler Building (Bldg. 1533)
- Butler Building (Bldg. 1534)
- Butler Building (Bldg. 1537)
- Butler Building (Bldg. 1538)
- Butler Building (Bldg. 1539)
- Butler Building (Bldg. 1540)
- Butler Building (Bldg. 1556)
- Nurses' Quarters (Bldg. 1021)
- Gas & Utility (Bldg. 1558)
- Service Club (Bldg. 1560)

(Southwest corner of Airfield)
- Hangar No. 2 (Bldg. 3008)
- Hangar No. 3 (Bldg. 3005)
- Ammo Storage (Bldg. 3203)
- Butler Building (Bldg. 3006)
- Butler Building (Bldg. 3009)
- Butler Building (Bldg. 3018)
- Butler Building (Bldg. 3019)
- Butler Building (Bldg. 3020)
- Butler Building (Bldg. 3021)
- Butler Building (Bldg. 3022)
- Butler Building (Bldg. 3028)

(Southeast corner of Airfield)
- Hangar No. 6 (Bldg. 2085)

**NON-CONTRIBUTING RESOURCES**

Eighteen buildings, constructed after the end of World War II, fall outside the period of significance for this historic district. These non-contributing resources are dispersed throughout the district and do not have an overpowering impact on the district's historic character. The scale and massing of non-contributing buildings is such that they do not overwhelm the resources which contribute to the historic district. The location of housing units, shops and warehouses constructed in North Post after 1945 complements and strengthens the original Beaux Arts layout.

The following are the non-contributing buildings (including date of construction):

(North Post)
- Building 1044 (1965) Last Frontier Club
- Building 1535 (1975) Small engine shop
- Building 1563 (1969) Utility building

Building 1566 (1950) Utility building

(Southeast corner of Airfield)
Building 2076 (1988) Lubricant Storage Facility
Building 2077 (1956) Hangar 7 & 8
Building 2079 (1956) Radar Shop
Building 2080 (1957) Water Supply Bldg, Non-potable
Building 2104 (1955) Admin Gen Purpose, Corp of Engineers
Building 2106 (1957) Hangar 4 & 5
Building 2107 (1955) ACES Facility
Building 2110 (1954) ACES Facility

(Southwest corner of Airfield)
Building 3000 (1989) Flight Simulator
Building 3004 (1952) Fire Station
Building 3017 (1984) Storage shed, general purpose
Building 3026 (1985) Entomology building
Building 3031 (1952) Storage, general purpose
Building 3033 (1952) Storage, general purpose

## 8. STATEMENT OF SIGNIFICANCE

Certifying official has considered the significance of this property in relation to other properties:
Nationally: X Statewide: __ Locally:

Applicable National
Register Criteria: A X B _ C _ D

Criteria Considerations
(Exceptions): A _ B _ C _ D _ E _ F _ G

NHL Criteria: 1

NHL Theme(s): Changing Role of the United States in the World Community

Areas of Significance: Military; Aviation

Period(s) of Significance: 1940-1945

Significant Dates: 1940, 1942

Significant Person(s): n/a

Cultural Affiliation: n/a

Architect/Builder: U.S. Army Quartermaster Corps; U.S. Army Corps of Engineers

**State Significance of Property, and Justify Criteria, Criteria Considerations, and Areas and Periods of Significance Noted Above.**

Ladd Field is nationally significant for its association with the themes of Expanding Science and Technology and the Changing Role of the United States in the World. Construction began on the military post in 1938. Located near Fairbanks, Ladd Field was the first U.S. Army airfield in Alaska and a part of the defense build-up for World War II in the territory. The military post is associated with the development of cold weather aviation technology and played a supporting role in the Aleutian Campaign of World War II in the Pacific. Ladd Field was also the Alaskan headquarters for the Alaska-Siberia (ALSIB) lend-lease route over which the United States sent thousands of military aircraft to the Soviet Union for use in the Eastern Front of the war in Europe. The number of aircraft ferried across the ALSIB route to the Soviet Union exceeded the number of aircraft sent to the Soviet Union by all other routes. The period of significance begins in 1940 when the airfield became operational and extends to late 1945 when World War II ended.

## COLD WEATHER TEST STATION

During the 1930s, U.S. Army Major General H.H. "Hap" Arnold identified the need to establish a cold weather test station in Alaska to experiment in adapting military planes, personnel, equipment and base facilities to operate successfully in arctic temperatures. The U.S. Government set aside 960 acres of public land for a military reservation in the Fairbanks area in March 1937. After Arnold became chief of the Army Air Corps, he persuaded the War Department to conduct a survey for a cold weather aircraft test facility in Alaska during the early summer of 1938. The U.S. Army chose a site 3.5 miles east of Fairbanks and began constructing the Cold Weather Experimental Station in Fall 1938. While construction of the airfield was in process, the facility was named Ladd Field on December 1, 1939, in honor of Major Arthur K. Ladd who died in an aircraft accident in South Carolina in 1935. Ladd Field was activated with the arrival of the first Army Air Corps troops on April 14, 1940.[10]

Construction of the runway and buildings continued into 1941. Additional troops arrived in September 1940, followed soon after by the first B-17 Flying Fortress. Testing personnel used portable nose hangars to service the aircraft during cold weather while a permanent maintenance facility, Hangar No. 1, was under construction.[11] Weather and communications detachments were assigned to the post in 1941, and by September the post consisted of 41 officers and 479 enlisted men. Most of the personnel were assigned to Ladd Field temporarily due to the rapid build up of military forces in other parts of Alaska. This prompted the base commander, Lt. Colonel Dale W. Gaffney, to complain to his superiors about the difficulties of mounting a testing program with limited personnel, incomplete facilities, and amid rumors that Ladd Field would be used for other purposes.[12]

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[10] Kerns, *Early History of Ladd Field*, 1-3.

[11] B.C. Lauer, Official History of Ladd Field - Fairbanks, Alaska, Fall 1938 to 31 January 1944. Manuscript on file at the Command Historian's Office, Alaskan Command, Elemendorf Air Force Base (1944), 23-24.

[12] Lt. Colonel Dale W. Gaffney to Lt. Colonel Earl S. Hoag, Air Corps, War Department General Staff, G-4, Washington D.C., September 23, 1941, Record Group 18, Records of Army Air Forces, File No 686, Alaska Air Bases, National Archives, Washington, D.C.

Despite these problems, cold weather testing continued at Ladd Field until the spring of 1942. After the Japanese invasion of the Aleutians, the U.S. Army disbanded the Cold Weather Testing Detachment and dispersed its personnel to other military posts in Alaska. The Eleventh Air Force took command of Ladd Field and established a depot to repair and service aircraft for the Aleutian Campaign. Several months later, the commanding general of the Army Air Forces recognized the need for further intensive cold weather testing and reactivated the Cold Weather Testing Detachment at Ladd in July 1942. Testing continued well after the conclusion of World War II. During peak operations each winter, the Cold Weather Testing Detachment averaged 560 personnel, including as many as 52 civilian factory representatives.[13] Activities included testing aircraft and experimenting with clothing, food, motor transportation, medical research, photography and communications. The Army Air Corps collected critical information about wing-icing, navigation, maintenance and operations, instruments and controls, radio communication, cold-weather clothing, armament, and other issues related to operating aircraft in arctic conditions. The military incorporated this data into production line requirements for all new aircraft and modification of existing aircraft, making American aircraft operations in arctic weather conditions safer.[14]

## AIR DEPOT

American entry into World War II broadened Ladd Field's mission and resulted in a significant expansion of its facilities. After the Japanese attack on Pearl Harbor on December 7, 1941, the Army placed Ladd Field on war-time status and evacuated dependents from Alaska. In May 1942, the Eleventh Air Force took over command of the post and established an air depot at Ladd Field to repair military aircraft used in defending Alaskan territory. The Sixth Air Depot Group and eight attached units, comprising 25 officers and 843 enlisted men, arrived at Ladd Field in July 1942. The Sixth Air Depot had sub-posts at Galena, Big Delta, Tanacross, and Northway to support its operations.[15] Personnel at Ladd Field serviced and repaired military aircraft used in the Aleutian Campaign. After American and Canadian forces drove the Japanese from the western Aleutians in 1943, the size of the Eleventh Air Force decreased, resulting in less work for the depot at Ladd Field. The Sixth Air Depot Group was disbanded in April 1944 and its personnel absorbed into the Air Transport Command.

## ALASKA-SIBERIA LEND-LEASE OPERATIONS

During the second half of 1942, the Army Air Corps assigned Ladd Field a third mission, to assist in the transport of aircraft from the United States to the Soviet Union. The Lend-Lease Act of March 1941 authorized the president to sell, lease, or lend arms, munitions, food and other defense articles to any country whose defense he deemed vital to the defense of the United States. The program, which ultimately cost $42 billion,[16] was designed to assist Great Britain. After Germany invaded the Soviet Union in June 1941, President Roosevelt extended the program to include the Soviet Union. Routes for ferrying American aircraft to Russia included a northern route across the

[13] Lauer, Official History of Ladd Field, 49-50, 57.
[14] *Ibid.*, 51.
[15] *Ibid.*, 64-65.
[16] William Hardy McNeill, *America, Britain and Russia: Their Co-operation and Conflict, 1941-1946* (London: Oxford University Press, 1953), 773.

Atlantic to Murmansk (4,000 miles), a southern route from Florida through North Africa, Iraq, and Iran to Moscow (13,000 miles), and a northern route from Great Falls, Montana through Canada, Alaska and Siberia to Moscow (7,900 miles). The first route was vulnerable to German air and naval forces. The southern route was too long and lacked adequate facilities, leaving the Alaska-Siberia (ALSIB) route as the most feasible alternative. Soviet Premier Joseph Stalin opposed the Alaska-Siberia route as he did not want American bases in Siberia, and he did not want to offend Japan. In July 1942, as Russia's military situation deteriorated, Stalin agreed to the route and the Americans agreed not to build bases or have its pilots fly in Siberia.[17]

The United States and Canada adapted a series of airfields constructed between 1940 and 1942 for the aircraft ferrying operation. The portion of the route that crossed Canada and Alaska was called the Northwest Ferry Route and included eight airfields in Canada and six airfields in Alaska. The Alaskan airfields were at Northway, Tanacross, Big Delta, Fairbanks, Galena, and Nome. Sixty remote outposts were set up in Canada and Alaska to provide weather and communication services for the North American portion of the ALSIB operation. Ladd Field was the most significant base on the route because it was where Americans turned over the airplanes to the Soviets.[18] Pilots of the Seventh Ferrying Group, Air Transport Command (ATC), flew the aircraft from Montana to Ladd Field. Ground personnel from this group provided support at airfields along the way.[19]

The first lend-lease aircraft, five A-20 Havoc attack bombers, landed at Ladd Field on September 3, 1942. On the following day, officers of the permanent Soviet mission arrived from Siberia. A contingent of Soviet pilots landed at Ladd Field on September 24 to begin five days of training before flying the planes to Russia.

After aircraft arrived at Ladd Field, they were inspected by American and Soviet personnel, serviced and repaired if necessary. Soviet pilots flew the aircraft to Nome for refueling and repairs before crossing Bering Strait and Siberia. Soviet personnel at Ladd Field generally got along well with the Americans, despite the language barrier, delays in receiving aircraft, and differences in orientation toward aircraft training.[20] Soviet pilots and mechanics had free run of Ladd Field and occupied many of the new hangars and shops erected in 1943. Soviet cargo aircraft delivered Russian pilots to Fairbanks and carried high priority cargo, such as aircraft engines, parts and munitions, on the return trip west. This cargo operation was a significant part of the lend-lease operation.[21]

The ATC took command of Ladd Field, including the cold weather testing program and air depot functions, on September 30, 1943. The activities of other ATC airfields in Alaska were directed from Ladd Field. The exigencies of war and lend-lease operations took precedence over cold weather testing and many of Ladd Field's original facilities were used for lend-lease operations. The number of lend-lease aircraft flown through Alaska to the Soviet Union increased from 150 planes in 1942, to 2,662 planes in 1943. In June 1944, the Soviets requested that all lend-lease aircraft be sent by way of Alaska.[22] The number of aircraft delivered monthly over the route continued to increase, totalling

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[17] Baker B. Beard, "The Bradley Mission: The Evolution of the Alaska-Siberia Air Route," in Fern Chandonnet, ed., *Alaska at War: The Forgotten War Remembered; Papers from the Alaska at War Symposium, Anchorage, Alaska* (Anchorage: Alaska at War Committee, 1995) 315; Daniel L. Haulman, "The Northwest Ferry Route", in *Ibid.*, 321; Dean R. Brandon, "ALSIB: The Northwest Ferrying route through Alaska, 1942-1945, Research Project 5013, Part I," *American Aviation Historical Society Journal*, Volume 20, Number 1 (Spring 1975), 19.

[18] Haulman, "The Northwest Ferry Route," 322.

[19] Brandon, "ALSIB," 25.

[20] Lauer, "Official History of Ladd Field," 83, 86; Haulman, "The Northwest Ferry Route," 323-324..

[21] Lauer, "Official History of Ladd Field," 87.

[22] Dean R. Brandon, "ALSIB: The Northwest Ferrying Route through Alaska, 1942-1945, Research Project 7013, Part 2,"

3,164 planes in 1944 and 2,009 planes through the first seven months of 1945. By September 1945, when the operation ended and the Soviets left Alaska, the United States had delivered 7,930 combat and transport aircraft to the Soviets over the ALSIB route. This included more than 5,000 fighters (mostly P-39s and P-63s), more than 1,300 light bombers (A-20s), about 700 medium bombers (B-25s), and 700 transports (C-47s). The number of aircraft ferried across the ALSIB route to the Soviet Union exceeded the number of aircraft sent to the Soviet Union by all other routes.[23] American aircraft delivered over this route helped the Soviets stop the German invasion of Russia and contributed to the Soviet victory on the eastern front in Europe.

Throughout the war, many important officials from the United States and the Soviet Union traveled the ALSIB route on diplomatic and military missions. Ladd Field played host to many of these dignitaries as they stopped for layovers or meetings in Fairbanks during their travels. Distinguished Soviet visitors to Ladd Field included Ambassador Andrei Gromyko and Foreign Minister Vyacheslav M. Molotov. High ranking American officials who visited the post included Wendell L. Wilkie, Vice President Henry A. Wallace, and special presidential envoy Joseph E. Davies.

## CONCLUSION

In 1947, Ladd Field became a U.S. Air Force base. The facility was transferred to the Army in 1961 and renamed Fort Wainwright in honor of General Jonathan M. Wainwright, who led the defense of the Bataan Peninsula at the beginning of World War II. Ladd Field, which is located on Fort Wainwright, is still part of an active Army installation.

The thirty-four buildings and three structures in the historic district that retain integrity from the 1940-1945 period affirm Ladd Field's national significance as a cold weather aviation test facility, its contribution as a support base for the Aleutian Campaign of the War in the Pacific, and its role as the most significant base on the Alaska-Siberia route of the lend-lease program.

*American Aviation Historical Society Journal*, Volume 20, Number 2 (Summer 1995), 105.

[23] Haulman, "The Northwest Ferry Route," 324.

## National Significance

Ladd Field
Fairbanks North Star Borough

National Significance:

Criterion 1
Theme: Expanding Science and Technology.
Subtheme: Cold Weather (Arctic) Aviation Testing.
Theme: Changing Role of the United States in the World.
Subthemes: Support role in the Aleutian Campaign of the War in the Pacific; Alaskan headquarters for the Alaska-Siberia route of the World War II lend-lease program.
Period of National Significance: 1940-1945

## 9. MAJOR BIBLIOGRAPHICAL REFERENCES

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U.S. Army, Office of Chief of Engineers. As-Built Drawings of Ladd Field, 1942-1946. Record Group 77, National Archives and Records Center, Alaska Region, Anchorage.

Previous documentation on file (NPS):

__ Preliminary Determination of Individual Listing (36 CFR 67) has been requested.
__ Previously Listed in the National Register.
__ Previously Determined Eligible by the National Register.
X Designated a National Historic Landmark.
__ Recorded by Historic American Buildings Survey: #
__ Recorded by Historic American Engineering Record: #

Primary Location of Additional Data:

__ State Historic Preservation Office
__ Other State Agency
__ Federal Agency
__ Local Government
__ University
X Other (Specify Repository): National Park Service, Anchorage, Alaska

## 10. GEOGRAPHICAL DATA

**Acreage of Property** 1010

**UTM References (Place additional UTM references on a continuation sheet)**

| | Zone | Easting | Northing | | Zone | Easting | Northing |
|---|---|---|---|---|---|---|---|
| **A** | 06 | 472396 | 7190656 | **E** | 06 | 469369 | 7189274 |
| **B** | 06 | 472368 | 7189453 | **F** | 06 | 469275 | 7191079 |
| **C** | 06 | 470779 | 7189114 | **G** | 06 | 469557 | 7191295 |
| **D** | 06 | 470318 | 7189086 | **H** | 06 | 471296 | 7191107 |

__ **See continuation sheet.**

**Verbal Boundary Description (Describe the boundaries of the property.)**

Starting in the northwest corner of the district, the northern boundary extends east along the northern edge of the airfield on the north taxiway, then follows the edge of the north apron to the south side of Building 1565. At the southeast corner of Building 1565 the boundary turns north along Marks Road. It follows Marks Road northerly to an unnamed street on the west side of North Post Chapel, and runs for one block north to Apple St. It continues east along Apple St., past the intersection of 100th St. and past a parking lot. The boundary then leaves the road, cutting east to enclose Building 1024. It moves south past the east side of Building 1024 and returns to Apple St. It follows Apple St. west to the edge of a large parking lot. There it travels south back to Marks Road. On Marks it continues south. The boundary encloses Building 1021, then continues to follow Marks Road to the edge of the north apron. There it moves east along the apron, turning north at Building 1540. At Building 1537 it turns east. After passing Building 1535 it turns south back to the north taxiway. From there it continues east until it intersects Ketcham Road.

At Ketcham Road the boundary passes south to Montgomery Road, then west on Montgomery Road. Opposite Building 3023 the boundary turns south to enclose that building. It returns to Montgomery and proceeds west to Meridian Road. It runs south for one block on Meridian, turns west for one block to Engineer Place, then north one block to Montgomery. From there it extends east, then turns north on a line passing the west side of Building 3028, until it reaches Meridian Road. It follows Meridian north to Gaffney and returns to the starting point.

**Boundary Justification (Explain why the boundaries were selected.)**

The district includes the majority of Ladd Field's extant World War II properties, with the airfield as the central focus. The boundaries are drawn using existing historic roads to enclose the eligible World War II properties with the least amount of non-contributing elements. A small number of World War II buildings and structures in the surrounding area were excluded from the district because they are not contiguous with the airfield area.

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NATIONAL HISTORIC LANDMARKS SURVEY